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Specific actions related to the particular needs and problems of landlocked developing countries: outcome of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation

Implementation of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries

Report of the Secretary-General

Summary

The present report is submitted pursuant to General Assembly resolution 60/298 of 22 December 2005, in which the Secretary-General was requested to report on the progress made in the implementation of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries. According to paragraph 50 of the Almaty Programme of Action, the Secretary-General should report, on the basis of the information provided by Member States and relevant international, regional and subregional organizations on the implementation of the Almaty Programme of Action. The present report provides accounts of the activities undertaken by different stakeholders, based on the information received. It provides brief descriptions of the overall economic situation of landlocked developing countries and accounts of the activities undertaken by different stakeholders to address their special needs in the implementation of the priorities set out in the Almaty Programme of Action.

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I. Introduction

1. The overarching goal of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries is to forge partnerships to overcome the special problems of landlocked developing countries caused by their lack of territorial access to the sea and their remoteness and isolation from world markets. The Almaty Programme of Action identifies specific actions in five priority areas, namely fundamental transit policy issues, infrastructure development and maintenance, international trade and trade facilitation, international support measures, and implementation and review by the United Nations system, in order to establish efficient transport systems, recognizing links between transport and international trade, and to measure economic growth. The Almaty Programme of Action aims to: (a) secure access to and from the sea by all means of transport according to applicable rules of international law; (b) reduce costs and improve services so as to increase the competitiveness of their exports; (c) reduce the delivered costs of imports; (d) address problems of delays and uncertainties in trade routes; (e) develop adequate national networks; (f) reduce loss, damage and deterioration en route; (g) open the way for export expansion; and (h) improve safety of road transport and security of people along the corridors.

2. In paragraph 18 of its resolution 60/208 of 22 December 2005, the General Assembly requested the Secretary-General to submit a report on the progress made in the implementation of the Almaty Programme of Action. In the preparation of the present report, the United Nations Member States, organs, organizations of the United Nations system and relevant international, regional and subregional organizations were approached for their inputs, and their submissions served as the source of information.

II. Overall socio-economic situation in landlocked developing countries

3. There are 31 landlocked developing countries with a total population of 370 million and a land mass of 16.3 million square kilometres. Landlocked developing countries continue to face serious constraints in their efforts to achieve the goals of halving extreme poverty and elevating the living standards of their population. The *Human Development Report 2005* showed that 10 of the 20 lowest-ranking countries were landlocked developing countries.

4. In 2004, landlocked developing countries achieved a rate of growth of gross domestic product (GDP) of 6.1 per cent, a substantial increase from the 4.3 per cent achieved in 2003. The increase was driven mainly by higher commodity prices combined with better performance. This is particularly evident in oil-exporting countries, such as Kazakhstan, Turkmenistan and Uzbekistan. These countries accounted for over 36 per cent of total GDP and 50 per cent of total exports for landlocked developing countries. Despite the enormous disparities between landlocked developing countries, as a group, the annual GDP per capita growth is on the rise, increasing to US$ 487 in 2004 from US$ 416 in 2003. With the exception

of Zimbabwe, all landlocked developing countries experienced positive GDP per capita growth.

5. In 2004, foreign direct investment received by landlocked developing countries increased to US$ 12.7 billion from US$ 8.5 billion in 2003. The surge in investment was linked mainly to huge capital flows to oilfields in the Caspian Sea, the construction of the Baku-Tbilisi-Ceyhan pipeline to Turkey, the Atasu-Alashankou pipeline to China and the exploitation of the Doba oilfield in Chad. The combined shares of Kazakhstan, Azerbaijan, Chad and Bolivia accounted for over 70 per cent of total foreign direct investment flowing to landlocked developing countries.

6. Landlocked developing countries continue to build up unsustainable external debt, though the debt-to-export ratio was reduced from 222 per cent in 2003 to 191 per cent in 2004. The debt-to-GDP ratio was at 59 per cent in 2004. As of July 2006, eight landlocked developing countries (Bolivia, Burkina Faso, Ethiopia, Mali, the Niger, Rwanda, Uganda and Zambia) had reached the completion point, three (Burundi, Chad, Malawi) were at the decision point, and two (the Central African Republic and the Lao People's Democratic Republic) were at the pre-decision point of the Highly Indebted Poor Countries Initiative (HIPC) of the World Bank and the International Monetary Fund. Five landlocked developing countries (Burkina Faso, Ethiopia, Mali, Rwanda and Uganda) had received debt relief under the Multilateral Debt Relief Initiative as of July 2006. These countries, however, continue to remain vulnerable to export shocks and are dependent on highly concessional financing and prudent debt management. International assistance for export diversification, institutional capacity-building and market access are essential to prevent these countries from falling back into the external debt trap.

7. The weak economic performance of landlocked developing countries reflects the direct and indirect impact of geographical factors on key macroeconomic variables. Their seaborne trade depends unavoidably on transit through other countries. Additional border crossings and excessive distances to major markets, coupled with cumbersome procedures and inadequate infrastructure, substantially increase the total expense for transport services. Distance to ports is deemed to be the major variable determining transportation costs, particularly as the costs related to land transport are about 5-7 times greater than those of sea transport.

8. High transport costs undermine the competitiveness of landlocked developing countries in the international market, as well as their ability to produce at lower costs. Transport costs present a tremendous trade-reducing effect. Reduced trade flows impact GDP directly and negatively. High transport costs reduce the purchasing power and consumption levels of national residents, affect the activities of producers relying on imported factors and are likely to spur inflation. High costs related to unfavourable geographical locations decrease the rate of capital return required by investors in order to finance a project within a country.

III. Specific actions undertaken for the implementation of the Almaty Programme of Action

Priority one: Fundamental transit policy issues

9. The Almaty Programme of Action called for landlocked and transit developing countries to review and revise their regulatory frameworks to allow greater participation of the private sector; to increase transparency of transit and border regulations; to establish streamlined administrative procedures; to simplify border control procedures; to adhere to international conventions; and to expand regional and subregional cooperation. Several developments have been reported in this regard.

10. The Government of Afghanistan outlined its transit transport policy reform plan in its National Development Strategy. It decided to establish the Afghan Trade and Transport Facilitation Committee, with the involvement of the relevant government agencies and stakeholders, in order to simplify and harmonize border-crossing procedures and increase the efficiency of transit operations. Afghanistan has recently become a member of the Central Asia Regional Economic Cooperation (CAREC) programme and the South Asian Association for Regional Cooperation (SAARC). It is an active member of the Economic Cooperation Organization (ECO) and has signed a protocol establishing a contact group with the Shanghai Cooperation Organization (SCO).

11. The Government of Chile reported that the transit regime for Bolivia and Paraguay is being regulated by the Treaty of Peace, Friendship and Commerce (1904), the Convention on Commercial Traffic (1912), the Convention on Transit (1937) and other bilateral operational instruments. In addition, Chilean port and customs authorities have adopted measures aimed at facilitating the movement of transit traffic, including preferential tariffs for transit cargo and availability of storage facilities. In 2005, the free storage facility in Antofagasta was launched, allowing Paraguay to store transit merchandise without duties, taxes and other levies on imports.

12. The Government of Azerbaijan elaborated on its transit strategy within the framework of the Transport Sector Development Strategy. Azerbaijan has joined 12 Economic Commission for Europe conventions in the field of transport. In addition, the Government of Azerbaijan has signed bilateral agreements on transport with the Governments of Bulgaria, Georgia, Croatia, the Netherlands, Ukraine and Greece.

13. The Government of China acceded to the Greater Mekong Subregion Cross-Border Transport Agreement on 4 July 2005. China had bilateral transit transport agreements with Kazakhstan, Kyrgyzstan, Mongolia, Nepal, Tajikistan and Uzbekistan. China is also preparing to accede to the Customs Convention on the International Transport of Goods under Cover of TIR Carnets. China participated actively in the consultations regarding intergovernmental agreements of the Shanghai Cooperation Organization on facilitation of international road transport.

14. The Government of Kenya reported that the Northern Corridor is the main artery of transport facilities and infrastructure linking landlocked countries in the Great Lakes region of East and Central Africa (Burundi, Rwanda and Uganda) to the seaport of Mombasa. The Northern Corridor Transit Coordination Authority (TTCA)

facilitated the establishment of national trade and transport facilitation committees in Uganda and Rwanda. The Authority is revising the transit agreement to transform the Northern Corridor into an economic development corridor. Bilateral efforts also contributed to the realization of fundamental transit policy issues. Kenya and Uganda established a seamless train service that cut travel times from 20 days to 5-7 days.

15. The Government of Kyrgyzstan recently signed or ratified the Convention on Road Traffic, 1968; the Convention on Road Signs and Signals, 1968; the Customs Convention on the International Transport of Goods under Cover of TIR Carnets, 1975; the Customs Convention on the Temporary Importation of Commercial Road Vehicles, 1956; the International Convention on the Harmonization of Frontier Control of Goods, 1982; and the Convention on the Contract for the International Carriage of Goods by Road, 1956.

16. The Government of the Lao People's Democratic Republic had bilateral consultations in 2005 with China, Viet Nam and Thailand on the implementation of the bilateral transit agreements signed among these countries. The liberalization of transit transport operations in the Lao People's Democratic Republic and Thailand resulted in reducing transport costs by up to 30-40 per cent.

17. Mongolia has recently signed or ratified more than eight international conventions in the field of transport. The Mongolian National Transport Committee was created in 2005. Mongolia continued its efforts to develop further transit transport cooperation with its transit neighbours. At the Seventh Negotiating Meeting, convened from 13 to 18 November 2005, Mongolia, the Russian Federation and China agreed on the text of the tripartite Transit Traffic Framework Agreement, which lays the basis for a solid subregional regulatory framework. The Governments are expected to undertake the negotiations on annexes to the Agreement.

18. South Africa has undertaken reforms to ensure increased participation of the private sector in infrastructure development and maintenance. In particular, the TransAfrica Concessionaires and the Bakwena Platinum Corridor Concessionaire are responsible for the N4 highway to Maputo on the east and the N4 highway to Botswana and Namibia on the west. South Africa has been actively involved in efforts made by regional integration groups to strengthen the implementation of the existing transit transport agreements, including the Southern Africa Development Community (SADC) Protocol on Transport, Communications and Meteorology and the Southern African Customs Union (SACU) Memorandum of Understanding on Road Transportation. South Africa cooperated with SACU and SADC technical experts and managers to harmonize technical standards and norms for transportation, including technical standards for vehicles within SADC, standards for bridge construction and driver's licences.

19. The Economic Commission for Europe (ECE) has developed a set of international agreements and conventions aimed at the facilitation and development of international transport through simplified and harmonized border-crossing procedures. Fifty-six international agreements and conventions were developed under the auspices of the Commission.

20. The Maritime Organization for West and Central Africa (MOWCA) made considerable contributions to the formulation of fundamental transit policies at the

subregional level. It facilitated the implementation of international transit transport conventions by promoting the use of the sealed grid system, which stretches over a truck and is sealed to ensure that it meets the technical customs standard requirements of the Customs Convention on the International Transport of Goods under cover of the TIR Carnets. This Convention requires goods to be transported in vehicles or containers with guarantees of customs safety sealing.

21. The Economic Commission for Africa (ECA) participated in the implementation of the Almaty Programme of Action through its work programme and the Sub-Saharan Africa Transport Policy Programme (SSATP) of the World Bank. The Programme promoted the establishment of transport observatories in Africa for the collection of information on transit transport corridor delays and costs.

Priority two: Infrastructure development and maintenance

22. The Almaty Programme of Action stipulates that inadequate transport infrastructure and communications facilities are a major obstacle to establishing efficient transit transport systems.

23. As shown in table 5 of the annex to the present document, total road networks of landlocked developing countries constituted 1.17 million kilometres in 2003. In general, the quality of these road networks is poor. For example, only 0.8 per cent of road in Chad is paved, 2.7 per cent in the Central African Republic, 3.5 per cent in Mongolia, 7.1 per cent in Bolivia and 7.9 per cent in the Niger. The combined rail network of all landlocked developing countries is roughly 40,446 km. In air transport, 12.3 million passengers were carried in the 31 landlocked developing countries, representing only 0.65 per cent of total passengers carried worldwide. Total air cargo of landlocked developing countries reached 368.7 million tons per km, which was 0.26 per cent of the world total.

24. In terms of telecommunication infrastructure, in 2003 there were, on average, 2.9 main phone lines per 100 inhabitants in landlocked developing countries against the world average of 18.3. Afghanistan, Chad, the Central African Republic, the Niger and Uganda had as few as 0.2 main telephone lines per 100 inhabitants. Landlocked developing countries also lag behind in the application of mobile technology, with an average of 4.3 mobile subscribers per 100 inhabitants in 2003. The growing digital divide is also a major concern for landlocked developing countries. Whereas landlocked developing countries had 8.1 personal computers per 1,000 inhabitants in 2003, the world mean was 100.8.

25. In 2005, the Government of Afghanistan implemented 114 road infrastructure projects. Overall reconstruction efforts involve rehabilitating 3,227 km of regional roads, 4,906 km of highways and 4,500 km of provincial roads. Construction on the ring road commenced in 2003 and work continues on most segments, including roads connecting to neighbouring Tajikistan, Pakistan and the Islamic Republic of Iran.

26. Azerbaijan reported it has taken steps to improve road and railway transport, pipelines, port infrastructure, air transport and communications. In road infrastructure, important measures are being taken to bring the technical characteristics of the Baku-Alat-Kurdamir-Yevlax-Ganja-Qazax-Georgian border

road (Azerbaijani part of TRACECA corridor) and the Russian border-Quba-Baku-Alat-Salyan-Lankaran-Astara-Iranian border road (North-South International Transport Corridor) in line with international standards. The Alat-Qazimammad section of the Baku-Alat-Kurdamir-Yevlax-Ganja-Qazax-Georgian border road has been operational since 2004. The Ganja-Qazax section is currently being reconstructed for US$ 48 million.

27. The Government of Chile reported that it has continued its efforts to further improve transit transport infrastructure serving Bolivia and Paraguay. The main Chilean roads connecting Chile to Bolivia, including the Arica-Tambo Quemado border pass, are currently being constructed. In 2005, Chile and Bolivia agreed to give increased priority to cross-border roads through the allocation of adequate investment and better coordination and planning.

28. Kazakhstan possesses five international railway transport corridors, of which the Trans-Kazakhstan Route project from China to Europe through Kazakhstan, Turkmenistan, the Islamic Republic of Iran and Turkey is most crucial. The realization of this US$ 4 billion project will allow the delivery of cargo from ports of China to Rotterdam within 18 days. Since 2002, more than 14,000 km of roads were repaired for US$ 1 billion. Recently, two new international air terminals in Astana and Almaty became operational. As a result, the number of airlines operating in Kazakhstan rose to 47.

29. In Kenya, the condition of the road network of the Northern Corridor is deteriorating owing to heavy volumes of traffic and poor enforcement of axle load regulations. With the assistance of the European Union, 137 km of the road were rehabilitated and 357 km are earmarked for rehabilitation by 2009. To enhance the capacity of the corridor further, a memorandum of understanding was signed to extend the pipeline linking the Mombasa port to the Kisumu and Eldoret terminals in Kenya. Currently, oil is being loaded and carried to Burundi, Rwanda and Uganda by trucks.

30. The Ministry of Transport of Kyrgyzstan started implementing the third phase of the Bishkek-Osh highway. The construction of the 258 km Osh-Sarytash-Erkestam highway will provide Kyrgyzstan with access to China. The Government adopted a special law for the Osh-Sarytash-Erkestam highway project in order to emphasize its strategic importance for the Republic.

31. In the Lao People's Democratic Republic, a 3.5 km railway section from the middle of Friendship Bridge will soon be constructed, completing the missing links from Thanaleng in the Lao People's Democratic Republic to the Thai railway systems. The construction of the second international bridge between Savannkhanet (Lao People's Democratic Republic) and Mukdahan (Thailand), financed by the Japan Bank for International Cooperation, will be completed in 2006. With regard to road sectors, the construction of 193 km of route No. 3 along the North-South Economic Corridor has begun. The Southern Economic Corridor 18A road from Attapeu province to the Lao People's Democratic Republic-Viet Nam border, with a total length of 118.2 km is under construction with funds from Viet Nam. The construction of the 149 km long Central Corridor along route 12, which connects north-eastern Thailand with the central seaport in Viet Nam was completed early in 2006.

32. Mongolia ratified the Intergovernmental Agreement on the Asian Highway Network. Mongolia was linked to Asian Highway AH3. The development of 725 km of roads along the AH4 route requires US$ 91.9 million in investment, and the 873 km road along the AH32 route requires an additional US$ 120.9 million.

33. The Government of South Africa prioritized six transit road corridors, forming a main regional network to improve transit transport efficiency. The Road Infrastructure Strategic Framework for South Africa encouraged the private sector to play a greater role in infrastructure development and maintenance. Within the framework of the National Freight Logistics Strategy, the Transnet ports master plan was in place to develop further port infrastructure facilities and efficiency. In air transport, the National Airports Development Plan was developed. The Government of South Africa continued its efforts to strengthen the implementation of bilateral air service agreements and the Yamoussoukro Decision on open skies in Africa.

34. The Government of Tajikistan ratified the Intergovernmental Agreement on the Asian Highway Network. There are three main transit corridors (Hudjand-Dushanbe-lower Pianj; Karamyk-Jirgatal-Dushanbe-Tursunzade-Uzun-Termez; and Kalaikum-Horog-Murgab-Kulma) running through Tajikistan as part of the Asian Highway. In the period 2000-2005, the Government of Tajikistan implemented four road infrastructure projects for US$ 84 million. There are 13 transport infrastructure projects currently being implemented, for US$ 468 million.

35. In the Common Market for Eastern and Southern Africa (COMESA) region, the Katima Mulilo Highway and the Shesheke Bridge were completed in March 2004, providing improved links for Namibia to Zambia, Zimbabwe, Malawi and the Democratic Republic of the Congo. Rehabilitation works were completed on sections of the Mombasa-Kampala highway. The Gondar-Metema road linking Ethiopia to the Sudan was rehabilitated. The Atbara-Port Sudan road was upgraded, shortening the distance from Khartoum to Port Sudan by nearly 400 kilometres.

36. During its sixty-second session, on 12 April 2006, the Economic and Social Commission for Asia and the Pacific adopted resolution 62/4 of 12 April 2006, on the Intergovernmental Agreement on the Trans-Asian Railway Network. The formal signing ceremony for the Agreement is planned to take place during the Ministerial Conference on Transport, to be held in Pusan, Republic of Korea in November 2006.

37. The Economic Commission for Europe continued to promote regional cooperation for the coordinated development of international road, rail, inland waterways and combined transport networks (E-networks) through legally binding infrastructure network agreements in the framework of its Trans-European Motorway and Trans-European Railway projects. The Motorway and Railway master plans identified the backbone road and rail networks in 21 Central, Eastern and South-Eastern European countries; 491 projects estimated at Euro 102 billion have been evaluated and prioritized.

Priority three: International trade and trade facilitation

38. As of March 2006, 9 of the 31 landlocked developing countries and 5 of the 34 transit developing countries were not members of the World Trade Organization. In 2004, the value of exports of landlocked developing countries increased to US$ 55.7 billion from US$ 42.3 billion in 2003. This was mainly driven by export

increases, due primarily to the surge in global oil and gasoline prices of Azerbaijan, Bolivia, Chad, Kazakhstan, Turkmenistan and Uzbekistan, whose combined shares accounted for 62 per cent of total exports in landlocked developing countries. However, shares of landlocked developing countries in total exports and imports of world merchandise remain small; 0.63 per cent and 0.66 per cent, respectively. Over the period 2003-2004, 28 landlocked developing countries had a negative current account balance. Commodities represent the greatest export earnings in landlocked developing countries. Intraregional trade is limited.

39. In addition to the physical transportation of goods, exhaustive procedural requirements, documentation and contracts strongly impact external trade performance in landlocked and transit developing countries. In its report entitled "Doing business in 2006", the World Bank found that the cost of customs procedures and transport represents the single greatest cost in external trade and is higher than the import tariffs of landlocked developing countries. Red tape is estimated to cost nearly 10 per cent of the value of exports in developing countries, and inefficient customs and transport operations forced businesses to hold larger inventories at their warehouses, further increasing production costs by 4 to 6 per cent. In addition, studies further suggest that each additional day in transport delays costs 0.5 per cent of cargo value for goods transported by ship or rail.

40. To complete the numerous procedural stages, worldwide importing and exporting required 31.9 and 39.9 days, respectively. These figures rise to 57.3 and 72.3 days for landlocked developing countries. In contrast to transit developing countries, landlocked developing countries take an additional 22.9 days for goods to be imported and 28.6 additional days for goods to be exported. Physical infrastructure, or ports and inland transport, accounted for only a quarter of the delays while pre-arrival documents, customs and inspections accounted for 75 per cent of total delays; pre-arrival documents accounted for 59 per cent of delays and customs and inspections accounted for 16 per cent. While clearing customs in Africa and South Asia, nearly 70 per cent of imported cargo containers were opened and inspected, further delaying the import process. Every container was opened in Burkina Faso, Malawi, Mali, and Nepal.

41. The Niger, Rwanda, Afghanistan, Chad, the Central African Republic, Burundi, Kyrgyzstan and Uzbekistan are 8 of 10 countries in the world which took the longest to process imports. On average, landlocked developing countries required 13.4 documents and 31.3 signatures on imports. In contrast, transit developing countries required 12.2 documents and 21.3 signatures. These numbers contrast with world averages of 10.8 documents and 16.5 signatures.

42. Burundi, Mali, Azerbaijan, Burkina Faso, Chad, Kazakhstan and the Central African Republic were 7 of 10 countries in the world requiring the greatest number of documents for processing exports. On average, landlocked developing countries required 9.7 documents and 20.1 signatures on exports. In contrast, transit developing countries required 7.8 documents and 13.3 signatures. These numbers contrast with world averages of 7.4 documents and 11 signatures. Sub-Saharan Africa required an average of 18 signatures, contrasting greatly with East Asia and the Pacific, where only 7 signatures were required. The mean number of signatures required to export in landlocked developing countries was nearly double the world average.

43. These findings exemplify the need for increased trade facilitation and reforms for greater efficiency in transit transports. Studies have shown that red tape leads to adverse trade results. Excessive documentation in exports results in weaker shares of trade-to-GDP ratio, while more signatures in trade lead to greater corruption. Several landlocked and transit developing countries implemented reforms to streamline transit transport: Cameroon and Peru reduced time limits on customs, Pakistan and Uganda abolished trade licences, Rwanda stopped mandating pre-shipment inspection, Afghanistan improved road and port infrastructure, the Islamic Republic of Iran automated trade tax payment and in Mauritania, instead of operating 60 hours per week, the Nouakchott port operates around the clock. In addition, the World Bank report emphasized three effective reforms of 2004: the implementation of electronic document filing, the usage of risk assessment policies for inspection, and the regionalization of customs and transport reforms.

Table

Elements of non-physical barriers for trading across borders

	Landlocked developing countries							*Transit developing countries*						
	Documents for export (number)	*Signatures for export (number)*	*Time for export (days)*	*Documents for import (number)*	*Signatures for import (number)*	*Time for import (days)*		*Documents for export (number)*	*Signatures for export (number)*	*Time for export (days)*	*Documents for import (number)*	*Signatures for import (number)*	*Time for import (days)*
Afghanistan	..	..	..	10	57	97	Algeria	8	8	29	8	12	51
Armenia	7	12	34	6	15	37	Angola	..	..	..	10	28	64
Azerbaijan	7	40	69	18	55	79	Argentina	6	6	23	7	9	30
Bhutan	10	12	39	14	12	42	Bangladesh	7	15	35	16	38	57
Bolivia	9	15	43	9	16	49	Benin	8	10	36	11	14	49
Botswana	6	7	37	9	10	42	Brazil	7	8	39	14	16	43
Burkina Faso	9	19	71	13	37	66	Cambodia	8	10	43	12	18	55
Burundi	11	29	67	19	55	124	Cameroon	10	11	39	14	20	53
Central African Republic	9	38	116	10	75	122	Chile	6	7	23	8	8	24
Chad	7	32	87	14	42	111	Congo, Dem. Rep.	8	45	50	15	80	67
Ethiopia	8	33	46	13	45	57	Côte d'Ivoire	7	11	21	16	21	48
Kazakhstan	14	15	93	18	17	87	Djibouti	..	..	..	..	..	..
Kyrgyzstan	..	..	..	18	27	127	Eritrea	11	20	69	17	33	69
Lao People's Democratic Republic	12	17	66	16	28	78	Ghana	6	11	47	13	13	55
Lesotho	..	..	..	10	15	50	Guinea	7	11	43	12	23	56
Macedonia,FYR	10	8	32	10	11	35	India	10	22	36	15	27	43
Malawi	9	12	41	6	20	61	Iran, Islamic Rep.	11	30	45	11	45	51
Mali	10	33	67	16	60	61	Kenya	8	15	45	13	20	62
Moldova, Republic of	7	12	33	7	13	35	Mozambique	6	12	41	16	12	41
Mongolia	11	21	66	10	27	74	Myanmar	..	..	..	..	..	..
Nepal	7	12	44	10	24	38	Namibia	9	7	32	14	7	25
Niger	..	..	..	19	52	89	Nigeria	11	39	41	13	71	53
Paraguay	9	7	34	13	11	31	Pakistan	8	10	33	12	15	39
Rwanda	14	27	63	19	46	92	Peru	8	10	24	13	13	31
Swaziland	..	..	..	..	..	..	Senegal	6	8	23	10	12	26
Tajikistan	..	..	..	..	..	..	Somalia	..	..	..	..	..	..
Turkmenistan	..	..	..	..	..	..	South Africa	5	7	31	9	9	34
Uganda	13	18	58	17	27	73	Tanzania	7	10	30	13	16	51
Uzbekistan	..	..	..	18	32	139	Thailand	9	10	23	14	10	25
Zambia	16	25	60	19	28	62	Togo	8	8	34	11	14	43
Zimbabwe	9	18	52	15	19	66	Turkey	9	10	20	13	20	25
							Uruguay	9	10	22	9	12	25
							Viet Nam	6	12	35	9	15	36
Average	**9.7**	**20.1**	**57.3**	**13.4**	**31.3**	**72.3**	**Average**	**7.8**	**13.3**	**34.4**	**12.2**	**21.3**	**43.7**
World average	**7.4**	**11**	**31.9**	**10.8**	**16.5**	**39.9**	**World average**	**7.4**	**11**	**31.9**	**10.8**	**16.5**	**39.9**

Sources: World Bank, *Doing Business Database Online*. The averages were computed by the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States.

Note: Two dots (..) signify that data are not available.

44. Azerbaijan acceded to the International Convention on the Simplification and Harmonization of Customs Procedures (Kyoto Convention) and will reform customs regulations accordingly. Azerbaijan created an automated information-searching system, which connects relevant government agencies involved in different aspects of border crossings.

45. The Government of Brazil reported that a commission for monitoring trade between Brazil and Paraguay was established in 2005 to promote and diversify exports from Paraguay and to seek possible solutions for difficulties, both technical and bureaucratic, confronted by Paraguayan exporters to Brazil. Brazil also provided duty-free warehouses in its seaports for Bolivian and Paraguayan goods in transit.

46. The Government of Chile reported that Economic Complementarity Agreement No. 22 was signed in 1993 under the framework of the Latin American Integration Association (ALADI), granting tariff preferences for 585 products. To enhance Agreement No. 22, the Fifteenth Additional Protocol was signed in 2005. The Protocol provides Bolivian exports with full preferential access to Chilean markets. Trade flows between Chile and Bolivia reached US$ 248.4 million in 2005, 29 per cent higher than in 2004. In 2005, 79.4 per cent of Chile's imports from Bolivia and 33.9 per cent of Chile's exports to Bolivia received full tariff preferences. Trade flows between Chile and Paraguay reached US$ 158 million in 2005 with a favourable balance of trade for Paraguay. Approximately 80 per cent of products traded between Chile and Paraguay are exempt from tariffs.

47. Mongolia participated in the joint project implemented by the Economic and Social Commission for Asia and the Pacific and the Organization for Cooperation of Railways to support 12 landlocked countries in Asia and the Caucasus. Under this project, a demonstration run of container block trains is being operated between Brest (Belarus), Ulaanbaatar (Mongolia) and Poland. The test run shows that the 7,562 km distance can be travelled within 13 days with the train running 582 km per day, exemplifying how travel time can be shortened by more than three times to save a substantial amount of resources and equipment.

48. With the conclusion of the memorandum of understanding between South Africa, Botswana and Namibia on the management of the Trans-Kalahari Corridor, the contracting parties agreed to use the single administrative document aimed at improving border crossing procedures and reducing transit documents.

49. Trade facilitation measures undertaken by the Government of the Niger included the harmonization of customs procedures and rules of origin, the establishment of adjacent customs control posts, the strengthening of inter-agency coordination and cooperation, the establishment of trade facilitating committees, and the application of the inter-State single road transit document, the TIR carnet.

50. The Asian Development Bank reported that significant progress was made in the trade facilitation sector of the Central Asia Regional Economic Cooperation programme, including (a) the harmonization and modernization of customs procedures; (b) bilateral transit and cooperation agreements signed in 2005 between Kyrgyzstan and Tajikistan, Azerbaijan and China; (c) pilot testing by Kazakhstan and Kyrgyzstan for joint customs control at the Kordai-Akzhol border crossing; (d) the launching of the Central Asia Regional Cooperation trade facilitation programme website; and (e) the provision of advisory services on trade finance to

banks in the region, along with guarantees for trade finance in order to facilitate foreign trade.

51. The objective of the International Maritime Organization is to facilitate maritime traffic in international trade and trade facilitation by simplifying and reducing documentary requirements and procedures on arrival, stay and departure of ships engaged in international voyages. The Organization provided technical assistance to developing countries through its integrated technical cooperation programme.

52. The Common Market for Eastern and Southern Africa (COMESA) adopted the corridor approach. Corridor management institutions and committees were established around the corridors in conjunction with the sub-Saharan Africa Transport Policy Programme, the East African Community and the Southern African Development Community. For example, on the Dar es Salaam Corridor, where Malawi, the Democratic Republic of the Congo, the United Republic of Tanzania and Zambia are participating, stakeholders have signed the Constitution of the Corridor Management Committee. COMESA also promoted one-stop border posts in Eastern and Southern Africa. Progress was being made to establish such posts on the Chirundu border between Zambia and Zimbabwe. The Northern Corridor Transit Transport Coordination Authority (TTCA) reported that a needs assessment study had been carried out and a draft business plan was prepared for the Malaba border post between Kenya and Uganda with funding from the United States Agency for International Development (USAID).

53. Landlocked and transit developing countries continued to benefit from the Automated System for Customs Data (ASYCUDA) programme of the United Nations Conference on Trade and Development (UNCTAD), which is designed to speed up customs procedures through the use of information technology. In 2005, more than 60 training sessions were held at national and regional levels throughout the world. The new web-based ASYCUDA system, ASYCUDAWorld was implemented in the Republic of Moldova. UNCTAD continued to implement the World Bank-funded Emergency Customs Modernization and Trade Facilitation project in Afghanistan.

54. The United Nations Commission on International Trade Law (UNCITRAL) prepared a draft instrument to modernize and universalize laws associated with the international carriage of goods. The draft instrument covered, inter alia, the liability and obligations of carriers, electronic commerce, delivery, shipper obligations and transport documents. Furthermore, UNCITRAL prepared the *Legislative Guide on Privately Financed Infrastructure Projects* and the associated model provisions to assist countries in establishing legal frameworks favourable to private investment in public infrastructure, particularly for the construction and development of infrastructures crucial for the successful implementation of the Almaty Programme of Action, specifically ports, toll roads and transport terminals. The harmonization and modernization of laws will lead to an overall reduction in transaction costs, an increase in predictability when problems are encountered, and an increase in commercial confidence in international business.

55. The Economic Commission for Europe (ECE) continued implementing projects on trade facilitation in landlocked member States. The Commission promoted the establishment of public-private partnership in support of trade facilitation by organizing seminars in Azerbaijan, Kazakhstan, the Republic of

Moldova, Ukraine and Uzbekistan. Seminars were also organized on World Trade Organization (WTO) accession and trade facilitation. The Economic Commission for Europe, together with the Economic and Social Commission for Asia and the Pacific (ESCAP), continued supporting the activities of the Working Group on Transport and Border Crossing Facilitation of the United Nations Special Programme for the Economies of Central Asia (SPECA).

56. The World Trade Organization (WTO) reported that WTO negotiations on trade facilitation provide a unique opportunity for landlocked and transit developing countries. The WTO members will clarify and improve article V of the General Agreement on Tariffs and Trade (GATT) on freedom of transit; article VIII on fees and formalities; and article X on the publication and administration of trade regulations, which provides for transparency of trade regulations. Landlocked developing countries have been active in negotiations and have submitted several proposals. Written submissions on transit issues have been received from Bolivia, Japan, Kyrgyzstan, the Republic of Moldova, Mongolia and Paraguay (TN/TF/W/28), Peru (TN/TF/W/30), the Republic of Korea (TN/TF/W/34), the European Communities (TN/TF/W/35), Paraguay, Rwanda, Switzerland (TN/TF/W/39), Singapore (TN/TF/W/47), Cuba (TN/TF/W/64) and Armenia, Canada, the European Communities, Kyrgyzstan, Mongolia, New Zealand, Paraguay and the Republic of Moldova (TN/TF/W/79). Concrete suggestions include the review and publication of fees and charges, the prohibition of unpublished fees and charges, effective discipline on charges for transit, the reduction and simplification of transit formalities, documentation requirements, the use of international standards and the promotion of regional transit arrangements.

Priority four: International support measures

57. The Almaty Programme of Action recognized that the cost implications of meeting the requirements for establishing and maintaining efficient transit transport systems are of such a magnitude that landlocked and transit developing countries cannot accomplish such a formidable task on their own. Development partners should thus play an important role in supporting transit transport development programmes.

58. Official development assistance (ODA) remains the main source of external finance for landlocked developing countries. In 2004, total ODA received by landlocked developing countries from the Organization for Economic Cooperation and Development (OECD) countries increased to US$ 13.8 billion from US$ 10.1 billion in 2003, though, in 2004, about 7 per cent of the total ODA was allocated to transport, storage and communications infrastructure development, up from 6.5 per cent in 2003. In 2004, ODA allocated to transport, storage and communications in Afghanistan increased significantly to US$ 326.1 million from US$ 59.9 million in 2003.

59. China provided support to landlocked developing countries in developing their transport infrastructure. In particular, China is completing engineering and construction assistance on a section of the Kunming-Bangkok highway within the borders of the Lao People's Democratic Republic for the amount of 250 million yuan renminbi. China is assisting Nepal in the construction of the Syafrubensi-Rasuwagadhi highway, which passes through Zhangmu port in China, and for

construction of the Baglung-Jomson highway, which passes through Jilong port in China. China has provided Botswana with 180 million yuan renminbi in soft loans for railroad construction, and 350 million yuan renminbi in soft loans for construction of the first and second phases of the Letlhakane-Kang highway project.

60. The Government of Belgium reported that it allocated a major portion of its ODA to 18 countries, including 6 landlocked countries (Rwanda, Burundi, Uganda, the Niger, Bolivia and Mali). In addition, the Lao People's Democratic Republic, Burkina Faso and Ethiopia are beneficiaries of official direct bilateral assistance through programmes started in 2003. Belgium allocated 6.6 per cent of its ODA in 2003 to landlocked developing countries and 9.8 per cent in 2004. Belgium has supported several infrastructure projects in landlocked developing countries. For instance, Belgium was a major development partner in the construction of the Guayamerin port in Bolivia and helped develop port and maritime projects in the Lao People's Democratic Republic. In Zambia, Belgium participated in the rehabilitation of the Lusaka airport and participated in initiatives to develop the media sector in Bolivia, Burkina Faso and Rwanda. Belgium assisted Bolivia, Burkina Faso and Rwanda in their trade policy and management.

61. In 2005 Mexico renewed its programme of technical cooperation with Bolivia for the biennium 2005-2007. This programme included 13 initiatives in urban development, tourism, productivity and competitiveness, energy, and land reform. A basic convention for technical and scientific cooperation between Mexico and Paraguay is the basis for bilateral technical cooperation. The programme for the biennium 2005-2007 covered 10 projects in the areas of natural resources, social development, tourism, public administration, response to disasters and health.

62. The Asian Development Bank (ADB) continued to provide assistance to Afghanistan, Azerbaijan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan and Uzbekistan through the Central Asia Regional Economic Cooperation programme (CAREC). The participating agencies of CAREC are ADB, the European Bank for Reconstruction and Development, the International Monetary Fund (IMF), the Islamic Development Bank (IsDB), the United Nations Development Programme and the World Bank. Measures undertaken by CAREC over the past year in the transport sector included (a) adoption of a transport sector road map for the period 2005-2010; (b) an action plan on the implementation of the road map; (c) adoption of performance indicators; (d) a report on the potential for liberalization of the aviation sector in Central Asia; and (e) the processing of major infrastructure investment projects. In the CAREC transport sector alone, the combined investment programme of the six multilateral institutions is expected to exceed US$ 1 billion for the biennium 2005-2006.

63. The International Telecommunication Union (ITU) implemented various e-commerce and e-government projects in landlocked developing countries to enable them to access easily the market and use information and communications technologies as a catalyst to increase trade. This entailed the set-up of appropriate public key infrastructures to ensure network integrity and security while providing assistance in setting up appropriate legal and regulatory frameworks. Projects were implemented in Nepal, Bhutan, Mali, Rwanda, Uganda, Azerbaijan, Kyrgyzstan and Uzbekistan.

64. The Food and Agriculture Organization of the United Nations (FAO) reported increased assistance for developing countries in improving the ability of their

traders to comply with international technical standards for food and agricultural products. Many technical assistance programmes are in operation in several landlocked developing countries. In 2003, together with the World Health Organization (WHO), the World Organization for Animal Health (OIE), the World Trade Organization (WTO), and the World Bank, FAO established the Standards and Trade Development Facility (STDF) to coordinate capacity-building efforts in food safety, as well as plant and animal health, while providing a funding mechanism for countries and stakeholders to meet WTO sanitary and phytosanitary standards.

65. Transport Corridor Europe-Caucasus-Asia (TRACECA), which was initiated by the European Union (EU), serves as a catalyst for transport infrastructure and economic development in participating countries, namely Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Mongolia, the Republic of Moldova, Romania, Tajikistan, Turkmenistan, Turkey, Uzbekistan and Ukraine. It continued to promote regional cooperation to attract and facilitate investments from international financial institutions and private investors. A basic infrastructure network has been developed for the TRACECA region, including roads, irrespective of their cross-sectional standards or traffic levels, which serve international and major national inter-urban traffic movements.

66. Through its national associations, the International Road Transport Union (IRU) represents worldwide road transport industries. The Union is an international guarantor of the Customs Convention on the International Transport of Goods under Cover of TIR Carnets. The IRU provided training assistance to public and private sector TIR actors from the former Yugoslav Republic of Macedonia, Azerbaijan, Kyrgyzstan, Kazakhstan, Ukraine, Serbia and Montenegro, Romania, China, Thailand, Pakistan, Denmark, Finland and the Syrian Arab Republic. As Chinese authorities assess the benefits of the TIR Convention, the Union has provided training programmes for representatives of the private sector, customs authorities and other relevant agencies.

67. The Inter-American Development Bank (IDB) is allocating US$ 20 million for public administration improvement and US$ 80 million for road infrastructure improvement in Bolivia for the period 2005-2006. For Paraguay, the Bank is allocating US$ 93 million to support sustainable growth and greater regional integration, and US$ 60 million to rehabilitate and maintain roads for integrated corridors and to develop a power transmission and distribution programme.

Priority five: Implementation and review

68. The United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, in close cooperation with the United Nations Conference on Trade and Development (UNCTAD), the Special Unit for South-South Cooperation of UNDP and the United Nations regional commissions, assisted landlocked developing countries in the organization of the Meeting of Ministers of Landlocked Developing Countries Responsible for Trade, held in August 2005 in Asuncion, Paraguay. The ministers at the Meeting adopted the Asuncion Platform for the Doha Development Round.[1]

[1] A/60/308, annex.

69. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States continued its efforts to mobilize and coordinate the United Nations system organizations and other relevant international organizations, including the regional commissions, the World Bank, the World Customs Organization, and the Organization for Security and Cooperation in Europe (OSCE), for assisting landlocked developing countries in their effort to implement the Almaty Programme of Action. The Foreign Minister of Belgium, speaking on behalf of the OSCE presidency at the Security Council in January 2006, expressed the willingness of the Organization to work closely with the Office in order to facilitate the implementation process of the Almaty Programme of Action. Subsequently, there have been active consultations between the Office and the OSCE secretariat, which resulted in agreement on priority areas for cooperation between them. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States participated in the Fourteenth Meeting of the OSCE Economic Forum in January and May 2006.

IV. Conclusions and recommendations

70. **The high cost of international trade represents a serious constraint to the trade and economic development of landlocked developing countries. Measures to deal with the transit problems must address a broad range of factors, including inadequate infrastructure, imbalance of trade, inefficient transport organization, and weak managerial, procedural, regulatory and institutional systems.**

71. **Because landlocked developing countries depend on their transit neighbours for access to and from the sea, efficient transit systems require closer and effective cooperation and collaboration between these countries and their transit neighbours. In this context, regional economic integration efforts and subregional and bilateral transit cooperation agreements play a critical role in establishing efficient transit transport systems. Implementation of these agreements should be further strengthened and monitored.**

72. **The role of regional and subregional organizations should be further strengthened in monitoring and review of the implementation of the Almaty Programme of Action at the regional and subregional levels. The United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States should strengthen its cooperation with these organizations.**

73. **Transit transport policy reforms that have a positive impact on transit costs should be encouraged. Reform measures should include the commercialization and liberalization of transport services, efforts to improve institutional, procedural, regulatory and managerial systems, and the reduction of excessive paper work and red tape requirements. The use of a common customs document will significantly reduce the costs and delays of transit operations.**

74. **The international community should provide greater market access for goods originating in landlocked developing countries in order to mitigate high trade transaction costs stemming from their geographical disadvantages.**

Increased and immediate technical assistance should be extended to landlocked developing countries to ensure their effective participation in the trade negotiations of the World Trade Organization, particularly those related to trade facilitation.

75. **Official development assistance remains the major source of investment in infrastructure development in landlocked developing countries. Donor countries and financial and development institutions, in particular the World Bank, the Asian Development Bank, the African Development Bank and the Inter-American Development Bank are invited to provide greater financial resources to transit transport infrastructure projects in landlocked and transit developing countries.**

76. **Donor countries and the international financial and development institutions are invited to make voluntary contributions to the trust fund established to facilitate the follow-up to the implementation of the outcome of the Almaty International Ministerial Conference.**

Annex

Selected development and transport indicators for landlocked developing countries

Table 1
Gross domestic product and gross domestic product growth

	GDP (Millions of United States dollars)		*GDP growth rate (annual percentage)*		*GDP per capita (United States dollars)*		*GDP per capita growth rate (percentage)*	
	2003	*2004*	*2003*	*2004*	*2003*	*2004*	*2003*	*2004*
Afghanistan	4 399	5 252	15.7	7.5	162	184	10.1	2.4
Armenia	2 805	3 615	13.9	10	923	1 195	14.4	10.4
Azerbaijan	7 138	8 281	11.2	9.5	860	991	10.5	8.8
Bhutan	684	778	6.6	7.3	331	368	4.3	5
Bolivia	7 867	8 421	2.5	3.8	890	935	0.4	1.8
Botswana	7 341	8 441	6.7	4.5	4 144	4 771	6.7	4.6
Burkina Faso	3 748	4 467	8	4.8	302	348	4.6	1.5
Burundi	597	677	-0.5	5.4	85	93	-3.6	1.8
Central African Republic	1 140	1 313	-7.5	2.3	290	330	-8.6	1
Chad	2 418	4 028	11.9	31	265	426	8	26.6
Ethiopia	6 657	8 038	-3.9	11.6	90	106	-6.2	8.9
Kazakhstan	30 834	40 743	9.3	9.4	2 076	2 746	9.6	9.5
Kyrgyzstan	1 911	2 163	6.7	6	372	416	5.4	4.8
Lao People's Democratic Republic	2 088	2 427	5.3	6	369	419	2.9	3.6
Lesotho	1 077	1 373	3.3	3	598	764	3.3	3.1
Macedonia, FYR	4 666	5 264	3.4	2.5	2 302	2 593	3.2	2.3
Malawi	1 906	2 078	4.4	4.9	155	165	2.1	2.7
Mali	4 233	4 945	6	4.5	332	377	2.8	1.4
Moldova, Republic of	1 981	2 595	6.6	7.3	468	615	7	7.6
Mongolia	1 188	1 271	5.5	5.8	460	486	4.3	4.5
Nepal	5 860	6 506	2.3	3.3	225	245	0.2	1.2
Niger	2 380	2 685	5.3	0.9	182	199	1.8	-2.4
Paraguay	6 040	7 029	2.6	2.2	1 028	1 168	0.2	-0.2
Rwanda	1 684	1 823	0.7	3.8	192	205	-0.9	2.4
Swaziland	1 833	2 307	2.2	1.5	1 771	2 231	2	1.5
Tajikistan	1 554	1 911	11	10.6	244	297	9.8	9.4
Turkmenistan	10 713	12 374	3.3	5	2 281	2 596	1.8	3.5
Uganda	6 435	7 791	6.3	5.9	240	280	2.7	2.2
Uzbekistan	9 975	11 788	4.4	4.5	386	450	2.9	3
Zambia	4 305	5 315	4.3	3.5	381	463	2.6	1.8

	GDP (Millions of United States dollars)		GDP growth rate (annual percentage)		GDP per capita (United States dollars)		GDP per capita growth rate (percentage)	
	2003	2004	2003	2004	2003	2004	2003	2004
Zimbabwe	4 985	4 546	-10.4	-5	388	351	-10.9	-5.6
Landlocked developing countries	**150 444**	**180 247**	**4.3**	**6.1**	**416**	**487**	**1.9**	**3.7**
Developing countries	**7 348 999**	**8 407 575**	**5**	**6.4**	**1 461**	**1 648**	**3.6**	**4.9**

Sources: UNCTAD, *UNCTAD Handbook of Statistics On-line*, [GDP (at current prices, current exchange rates), GDP growth rate (at constant 1990 USD), GDP per capita (at current prices, current exchange rates), GDP per capita growth rate (at constant 1990 USD)].

Note: Two dots (..) signify that data are not available.

Table 2

ODA receipts and total donor assistance for transport, storage and communication

	Net ODA receipts (millions of United States dollars)		ODA/GNI (percentage)		Total donor assistance for transport, storage and communications (millions of United States dollars)	
	2003	2004	2003	2004	2003	2004
Afghanistan	1 595	2 190	34.74	..	59.9	326.1
Armenia	247	254	8.54	7.08	4.45	0.14
Azerbaijan	301	176	4.48	2.25	0.17	0.31
Bhutan	77	78	12.75	11.87	8.5	8.28
Bolivia	930	767	11.94	9.12	2.38	7.87
Botswana	28	39	0.39	0.47	0.54	0.31
Burkina Faso	507	610	12.14	12.65	39.01	18.16
Burundi	225	351	39.1	54.58	0.08	0.19
Central African Republic	50	105	4.16	7.93	2.9	10.44
Chad	247	319	10.58	12.05	28.13	67.85
Ethiopia	1 553	1 823	23.54	22.79	60.39	92.18
Kazakhstan	269	265	0.93	0.7	131.14	117.33
Kyrgyzstan	200	258	10.76	12.27	5.1	8.55
Lao People's Democratic Republic	299	270	14.88	11.7	33.73	20.59
Lesotho	78	102	5.89	6	13.29	5.21
Macedonia, FYR	266	248	5.75	4.8	0.18	0.92
Malawi	518	476	31.2	26.87	27.86	17.89
Mali	543	567	12.96	12.22	40.48	48.75
Moldova, Republic of	117	118	5.07	4.09	0.18	0.13
Mongolia	248	262	19.66	17.29	23.3	11.88
Nepal	465	427	7.97	6.44	35.88	28.28
Niger	457	536	16.83	17.48	16.1	18.27

	Net ODA receipts (millions of United States dollars)		*ODA/GNI (percentage)*		*Total donor assistance for transport, storage and communications (millions of United States dollars)*	
	2003	*2004*	*2003*	*2004*	*2003*	*2004*
Paraguay	51	0	0.84	0.3	11.17	17.65
Rwanda	333	468	20.16	25.77	7.64	18.15
Swaziland	28	117	1.5	4.82	6.21	0.5
Tajikistan	147	241	10.07	12.06	0.12	0.56
Turkmenistan	27	37	0.47	0.61	6.33	2.13
Uganda	977	1 159	15.84	17.32	6.37	43.51
Uzbekistan	195	246	1.94	2.06	40.76	32.84
Zambia	581	1 081	13.88	20.69	47.12	32.91
Zimbabwe	186	186	..	..	0.6	0.7
Landlocked developing countries	**10 150**	**13 776**	**7.29**	**8.7**	**660.01**	**958.57**
Transit developing countries	**21 620**	**21 795**	**0.54**	**0.46**	**2 049.09**	**2 632.45**

Sources: OECD, statistical annex to *2005 Development Cooperation Report* (net ODA receipts, ODA/GNI for 2003); United Nations, *Millennium Development Goals Online Database* (ODA/GNI for 2002 and 2004); *International Development Statistics Online* (total donor assistance for transport, storage and communication).

Table 3

Debt sustainability and debt relief under the heavily indebted poor countries (HIPC) initiative

	Total external debt to exports of merchandise (percentage)		*Total external debt to GDP (percentage)*		*Debt relief committed under HIPC initiative, cumulative US$ million in 2005*
	2003	*2004*	*2003*	*2004*	*2005*
Afghanistan					
Armenia	167	174	40	34	
Azerbaijan	67	64	24	24	
Bhutan	316	339	71	76	
Bolivia	361	286	72	72	2 060
Botswana	21	19	7	6	
Burkina Faso	533	442	46	44	930
Burundi	3 495	2 948	222	205	1 472
Central African Republic	741	714	91	82	
Chad	411	110	66	42	260
Ethiopia	1 426	1 109	108	82	3 275
Kazakhstan	176	161	74	79	
Kyrgyzstan	348	292	106	97	
Lao People's Democratic Republic	514	452	93	85	
Lesotho	147	128	66	56	

	Total external debt to exports of merchandise (percentage)		*Total external debt to GDP (percentage)*		*Debt relief committed under HIPC initiative, cumulative US$ million in 2005*
	2003	*2004*	*2003*	*2004*	*2005*
Macedonia, FYR	137	123	40	39	
Malawi	675	756	163	164	1 000
Mali	335	295	74	67	895
Moldova, Republic of	236	189	96	72	
Mongolia	239	197	124	119	
Nepal	483	444	55	52	
Niger	615	526	88	73	1 190
Paraguay	258	207	53	49	
Rwanda	2 655	1 689	91	91	1 400
Swaziland	42	41	24	20	
Tajikistan	143	98	73	47	
Turkmenistan					
Uganda	810	755	71	62	1 950
Uzbekistan	171	138	50	42	
Zambia	664	617	161	137	3 900
Zimbabwe	183	171	90	106	
Landlocked developing countries	**222**	**191**	**62**	**59**	**18 332**
Transit developing countries	**126**	**103**	**32**	**29**	..
Developing countries	**107**	**92**	**35**	**33**	..

Sources: UNCTAD, *UNCTAD Handbook of Statistics On-line* (exports of merchandise and GDP); World Bank, *World Development Indicators Online* (total external debt), United Nations, *Millennium Development Goals Online Database* (debt relief committed under HIPC initiative, cumulative).

Note: Two dots (..) signify that data are not available.

Table 4
Exports and imports of merchandise

	Exports of merchandise				*Imports of merchandise*			
	Millions of United States dollars		*Percentage of GDP*		*Millions of United States dollars*		*Percentage of GDP*	
	2003	*2004*	*2003*	*2004*	*2003*	*2004*	*2003*	*2004*
Afghanistan	105	105	2.4	2	995	1 240	22.6	23.6
Armenia	678	705	24.2	19.5	1 269	1 318	45.2	36.5
Azerbaijan	2 592	3 120	36.3	37.7	2 626	3 516	36.8	42.5
Bhutan	154	175	22.5	22.5	239	275	34.9	35.3
Bolivia	1 573	2 129	20	25.3	1 630	1 842	20.7	21.9
Botswana	2 480	2 778	33.8	32.9	2 085	2 300	28.4	27.2
Burkina Faso	326	445	8.7	10	940	1 070	25.1	24
Burundi	38	47	6.4	6.9	157	176	26.3	26
Central African Republic	140	151	12.3	11.5	105	120	9.2	9.1
Chad	387	1 548	16	38.4	1 283	1 180	53.1	29.3
Ethiopia	504	593	7.6	7.4	2 686	3 750	40.3	46.7
Kazakhstan	12 927	20 093	41.9	49.3	8 409	12 781	27.3	31.4
Kyrgyzstan	582	719	30.5	33.2	717	941	37.5	43.5
Lao People's Democratic Republic	378	455	18.1	18.7	524	617	25.1	25.4
Lesotho	480	595	44.6	43.3	1 113	1 280	103.3	93.2
Macedonia, FYR	1 363	1 661	29.2	31.6	2 300	2 875	49.3	54.6
Malawi	459	452	24.1	21.8	702	792	36.8	38.1
Mali	929	1 123	21.9	22.7	1 130	1 300	26.7	26.3
Moldova, Republic of	806	986	40.7	38	1 429	1 774	72.1	68.4
Mongolia	616	770	51.9	60.6	801	1 002	67.4	78.8
Nepal	662	756	11.3	11.6	1 754	1 870	29.9	28.7
Niger	339	371	14.2	13.8	490	525	20.6	19.6
Paraguay	1 242	1 657	20.6	23.6	2 079	2 600	34.4	37
Rwanda	58	98	3.4	5.4	245	284	14.5	15.6
Swaziland	1 030	1 140	56.2	49.4	1 030	1 100	56.2	47.7

	Exports of merchandise				Imports of merchandise			
	Millions of United States dollars		Percentage of GDP		Millions of United States dollars		Percentage of GDP	
	2003	2004	2003	2004	2003	2004	2003	2004
Tajikistan	797	915	51.3	47.9	1 014	1 375	65.3	72
Turkmenistan	3 632	3 870	33.9	31.3	2 516	3 320	23.5	26.8
Uganda	562	639	8.7	8.2	1 251	1 657	19.4	21.3
Uzbekistan	2 936	3 620	29.4	30.7	2 576	3 440	25.8	29.2
Zambia	1 044	1 180	24.3	22.2	1 460	1 780	33.9	33.5
Zimbabwe	2 450	2 800	49.1	61.6	2 835	3 220	56.9	70.8
Landlocked developing countries	**42 268**	**55 697**	**28.1**	**30.9**	**48 392**	**61 320**	**32.2**	**34**
Transit developing countries	**950 873**	**1 227 785**	**24.4**	**26.7**	**899 153**	**1 185 018**	**23**	**25.8**
Developing countries	**2 403 429**	**3 003 599**	**32.7**	**35.7**	**2 228 228**	**2 812 718**	**30.3**	**33.5**

Sources: UNCTAD, *UNCTAD Handbook of Statistics On-line* (exports, imports of merchandise and GDP).
Note: Two dots (..) signify data are not available.

Table 5
Selected indicators of transport infrastructure in landlocked developing countries (last year available)

	Roads, total network (km)	Roads paved (percentage of total roads)	Rail lines (total route, km)	Aircraft departures	Air transport, freight (millions of tons per km)	Air transport, passengers carried	Waterways (km)	Pipelines (km)
Afghanistan	34 789	23.7	..	..	..	..	1 200	387
Armenia	7 633	96.8	711	5 657	7.0	509 904	..	1 871
Azerbaijan	27 016	47	2 122	11 090	34.4	1 007 000	..	5 969
Bhutan	8 050	62	..	2 306	0.3	45 820	..	..
Bolivia	60 762	7.1	3 698	28 522	24.5	1 853 193	10 000	9 200
Botswana	25 233	35.14	888	7 933	0.3	214 257	..	..
Burkina Faso	12 506	16	622	1 426	0.0	61 725	..	..
Burundi	14 480	7.1	..	..	..	..	..	..
Central African Republic	23 810	2.7	..	..	..	..	2 800	..
Chad	33 400	0.8	..	..	..	..	..	205
Ethiopia	33 856	12.9	781	29 546	117.2	1 403 293	..	..
Kazakhstan	258 029	95.86	13 770	11 816	12.6	842 837	4 000	21 733

	Roads, total network (km)	*Roads paved (percentage of total roads)*	*Rail lines (total route, km)*	*Aircraft departures*	*Air transport, freight (millions of tons per km)*	*Air transport, passengers carried*	*Waterways (km)*	*Pipelines (km)*
Kyrgyzstan	18 840	90	424	5 552	5.0	245 686	600	380
Lao People's Democratic Republic	32 620	14.97	..	8 518	2.3	275 501	4 600	540
Lesotho	5 940	18.3	..	..	..	..	..	..
Macedonia, FYR	8 684	..	699	2 398	0.1	210 875	..	388
Malawi	28 400	18.5	710	5 616	1.2	114 328	700	..
Mali	15 100	12.1	733	..	..	..	1 815	..
Moldova, Republic of	12 730	86.2	1 120	4 657	0.6	200 615	424	606
Mongolia	49 250	3.5	1 810	6 860	6.3	318 315	580	..
Nepal	15 905	53.9	59	5 920	7.0	449 025	..	..
Niger	10 100	7.9	..	..	..	..	300	..
Paraguay	29 500	50.8	441	9 104	0	373 456	3 100	..
Rwanda	12 000	8.3	..	..	..	..	..	..
Swaziland	3 594	..	301	..	..	..	..	..
Tajikistan	27 767	82.7	617	8 494	5.8	498 456	200	579
Turkmenistan	24 000	81.2	2 523	29 424	16.5	1 779 007	1 300	7 944
Uganda	70 746	23	259	302	26.7	45 711	300	..
Uzbekistan	81 600	87.3	4 126	22 698	83.5	1 588 049	1 100	10 051
Zambia	91 440	22	1 273	4 877	0.0	49 368	2 250	771
Zimbabwe	97 267	19	2 759	4 439	17.4	237 842	..	261
Landlocked developing countries	**1 175 047**	**46**	**40 446**	**217 155**	**368.7**	**12 324 263**	**35 269**	**60 885**

Sources: World Bank, *World Bank Development Indicators Online* (roads total, roads paved as a percentage of total roads, rail lines, aircraft departures, air transport passengers); and Central Intelligence Agency, *World Fact Book 2006* (pipelines and waterways).

Note: Two dots (..) signify that data are not available.

Table 6

Selected telecommunications indicators in landlocked developing countries (2003 unless otherwise indicated)

	Main telephone lines per 100 inhabitants	*Mobile phone subscribers per 100 inhabitants*	*Personal computers per 1,000 inhabitants*	*Internet users per 1,000 inhabitants*	*Investment in telecommunications (millions of dollars)*	*Telecommunication equipment imports (millions of dollars) (2002)*
Afghanistan	0.2	1.0	..	1	..	..
Armenia	14.8	3.0	16	37	29.6	15.8
Azerbaijan	11.4	12.8	15	43	28.7	39.0
Bhutan	3.4	1.1	14	20	2.8	..

	Main telephone lines per 100 inhabitants	*Mobile phone subscribers per 100 inhabitants*	*Personal computers per 1,000 inhabitants*	*Internet users per 1,000 inhabitants*	*Investment in telecommunications (millions of dollars)*	*Telecommunication equipment imports (millions of dollars) (2002)*
Bolivia	7.3	13.1	..	37	162.0	54.0
Botswana	7.5	29.7	40	23	19.0	87.6
Burkina Faso	0.5	1.9	2	4	24.0	8.5
Burundi	0.3	0.9	2	2	30.0	1.9
Central African Republic	0.2	1.0	2	1	0.1	..
Chad	0.2	0.8	2	2	..	..
Ethiopia	0.6	..	2	1	35.3	22.0
Kazakhstan	14.1	8.4	..	19	87.5	100.6
Kyrgyzstan	7.6	2.7	14	38	0.9	..
Lao People's Democratic Republic	1.2	2.0	4	3	29.8	..
Lesotho	1.6	4.7	..	14	7.1	2.07
Macedonia, FYR	25.2	37.2	57	60	..	29.00
Malawi	0.8	1.3	2	3	..	14.27
Mali	0.6	2.3	2	3	18.0	..
Moldova, Republic of	21.9	13.2	21	80	44.3	23.5
Mongolia	5.6	13.0	77	58	8.2	10.5
Nepal	1.6	..	4	3	21.0	..
Niger	0.2	0.6	1	1	..	2.1
Paraguay	4.7	29.9	34	20	82.0	32.8
Rwanda	0.3	1.6	..	3	..	4.8
Swaziland	4.4	8.1	29	26	27.6	8.3
Tajikistan	3.7	0.7	..	1	6.5	..
Turkmenistan	7.7	..	..	4	7.3	..
Uganda	0.2	3.0	4	5	..	28.9
Uzbekistan	6.7	1.3	..	19	41	..
Zambia	0.8	2.2	8	6	5	18.1
Zimbabwe	2.6	3.1	53	68	..	..
Landlocked developing countries	**2.9**	**4.3**	**8.1**	**11**	**718**	**504**

Sources: UNCTAD, *UNCTAD Handbook of Statistics On-line* (main telephone lines per 100 inhabitants, mobile phone subscribers per 100 inhabitants, personal computers per 1,000 inhabitants, Internet users per 1,000 inhabitants, investment in telecommunications, telecommunication equipment imports).

Note: Two dots (..) signify that data are not available.